

switching flag is set at "1", an affirmative decision (YES) is obtained in step S11, and the control flow goes to step S12 to determine whether an SMCF switching flag is set at "1". This SMCF switching flag is set to "1" when the master-cylinder shut-off valve 152 (SMCF) corresponding to the front wheels 16 has been commanded to be opened, and is reset to "0" when the braking system has been switched to the second operating state. When step S12 is implemented for the first time, the SMCF switching flag is set at "0", that is, a negative decision (NO) is obtained in step S12, and the control flow goes to step S13 to determine whether the absolute value of a difference between the fluid pressure P_{Wcf} in the front wheel brake cylinders 20 and the fluid pressure P_{MC} in the pressurizing chamber 86 is equal to or higher than a predetermined threshold P_{th1} . When a negative decision (NO) is obtained in step S13, the control flow goes to step S14 in which the master-cylinder shut-off valves 152, 163 corresponding to the front and rear wheels 16, 24 are switched from the closed state to the open state, and the first switching flag is reset to "0", so that the switching to the second operating state is completed. When the absolute value of the pressure difference of the wheel brake cylinders 20 and the second hydraulic pressure source 14 is considerably small, no problem will arise even if the two master-cylinder shut-off valves 152, 162 are simultaneously opened. In step S14, the simulator shut-off valve 158 is closed, and the front and rear communicating valves 154, 164 are opened.

Page 154, lines 4-14, delete current paragraph and insert therefore:

In the second operating state, the simulator shut-off valve 158 is held in the closed state, so that the stroke simulator 156 is disconnected from the second hydraulic pressure source 14, so as to prevent an unnecessary consumption by the stroke simulator 156 of the pressurized fluid delivered from the second hydraulic pressure source 14. On the other hand, the solenoid coil 188 of each linear valve device 30 is held in the de-energized state, so that the pressure-increasing linear valve 172 and the pressure-reducing linear valve 176 are both